The Marker Lamp

Volume 51 Number 3 Summer 2005

Five new MMR's!

Four of the five new MMR's were at the convention. Left to right Jerry Schoenberg, Jerry Hoverson, Paul Richardson and Ned Spiller. The fifth one, Carl Lester, was not able to attend the convention.

Make Plans for Next Year

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President's Message

by Jerry Schoenberg, MMR

It is my pleasure to start a term of representing all of you in the Lone Star Region. Of most importance to me is the opportunity to communicate with our members. I know there are times when we all have questions about our organization, and I would like the opportunity to try and answer those questions.

During the short time I have been in this office, our hobby and Region has been very busy. We had a great convention centered in Fort Worth. Bob Bray and his team did a great job of providing enjoyment and worth while experiences for all. We can be particularly pleased with the "labors of love" in the contest room, and the "wealth of expertise" in the clinics. Prototype tours, Non Rail activities, Op sessions, layout tours and silent auction were also well planned and well received. Next year we will be in San Antonio and what a neat place for a convention!

I was pleased to appoint Gary Mill as Nominating Chair. Gary has volunteered his time to replace a long time LSR contributor—John Linda. John has provided Gary his files, and Gary is getting on board right away. It is great to get another representative from the Baton Rouge area of our Region. If you are interested in "giving back" to the hobby by volunteering to take a position, please contact Gary. You will also note that there is a provision for this communication on the LSR website.

Tom Browning has accepted the appointment to Youth Chair. As you may know, the longevity of our organization depends on new memberships. Planting the seed of model railroading with our youth is a very important function. Tom has received many ideas and offers to help. He has hit the ground running, but will need the support of the Division Directors to get the needed visibility.

Duane Richardson has done a great job of putting together our website, and he is very willing to input all the information you give him. The LSR website is a communication tool among the Divisions and their membership. As the Division Directors add information, it will be an even better source to find out what is going on and where it is taking place. Local activities and active participation by our members are the real grass roots of our hobby.

Cincinnati was the locale of our recent National Convention. Two, of many positive things, stood out to me. We had a great representation from the Lone Star Region, and the hobby is "alive and well". I can't help but believe that the fast moving technology that the vendors and hobby shops are providing will affect our membership. From structures to decoders, the hobby is enjoying rapid changes that we, as modelers, only dreamt about in the past. As one member of the NMRA DCC committee stated, "You haven't seen anything yet". Next year, the National Convention will be in Philadelphia. What could be a more fitting than to be there on the Fourth of July! I, for one, am looking forward to what the convention committee is planning. It should be a great mixture of model railroading, U. S. history and Eastern railroading. Let's put July 2nd thru the 9th on our calendar.

View from the Spar Pole

By Chuck Lind, MMR

The Ft. Worth Convention is now over and in the books. Congratulations to Bob Bray and his staff, they put on a great convention. The clinics I attended were all top notch with many of them put on by Master Modelers. Tracy and I put on a clinic where a small yard building was scratchbuilt during the 4+ hour clinic. I don't know if those participating had fun, but we had a great time putting it on. Many of the models were then entered into the model contest in a special category set up by Loren.

On Saturday we made our way around Ft. Worth and saw several great layouts including an outdoor 7 ½" gauge. On our former President, Jim Packer's layout, which is always a layout worth seeing, he has added something new. You can now ride the train via a video camera he has installed in one of his cars. The view as it makes it way around the layout gives you a whole new modeling prospective. I got the information from him on the camera and receiver and will have to have one for my layout. Guess I will have to detail the inside of the tunnels from now on.

For those of you who were there you know I had a great time, winning several awards in the contest room. The display is already in place on the layout located next to the sawmill, just need to complete some track work and finish the scenery around it. Most of you know this was my last contest for a while and that I agreed to take over as Contest Chairman from Loren. After working the contest room with Loren I don't think anyone knows just how much work he did in the contest room between lining up the judges and helpers to making the plaques and ribbons so everything came off smoothly at the banquet. He has done such a great job over the past 12 years in the contest room I just hope I can do as well. At the board meeting it was decided to change our judging form and go to the form NMRA National Contest uses. Starting in this issue I will have a "Contest Corner" article so that you will have no surprises when next year comes and you go to enter the contest. While we have several good judges in the region I will be looking for others that would like to learn and judge next year. Gary Maitland, next year's convention chairman in San Antonio, was invited to help with the judging this year and he said the experience was invaluable. I have seen Gary's work, which is very good, and after judging and seeing the process of what the judge's look for I believe he will be an even better modeler. So if you are looking to be a better modeler come see me in the contest room next year.

For us in Texas we tend to retreat to the layout room in the summer when it's to hot to do anything else. I am no different, and have many items on my list of things that need to get done over the summer including wiring of switch machines (yuck) which includes building the main control panel along with some sub panels. I also want to complete some more track work so I can get to the job I like which is scenery. I at least have a deadline to motivate me since I will be on the San Jacinto Model Railroad Club open house. According to the schedule I will be open on the weekend of October 15-16.

The Contests at the COWTOWN LIMITED!

by Loren Neufeld MMR

We had another great contest at the convention this year. The many outstanding models, photos, crafts, etc. demonstrate what a talented group of modelers and artists we have in the LSR. Congratulations to all the winners, and indeed to all the entrants; whether you take home a trophy or not, everyone wins just by being involved!

A special congratulation goes to Chuck Lind, not only for his fine showing in the contest, but also on his appointment as the new LSR Contest Chairman. And here's a heartfelt "Thank You" to everyone – modelers, volunteers, judges, etc. – who have made my years as Contest Chairman a real pleasure! See you in San Antonio!

And this year's winners are:

Models

Steam Locomotives

1. Chuck Lind – Shay Locomotive
2. Tim Kerfoot – Empire Great Western 4-6-4
3. Tim Kerfoot – Cloudcroft Timber & Mining Locomotive

Diesel Engines

1. Chuck Lind – Tall Pine Diesel
2. Tim Kerfoot – Union Pacific RS-2 #1294
3. Tim Kerfoot – Empire Great Western – 2 units

Traction & Other Motive Power

1. Charles Kirk – Animas & San Juan Western Goose
2. Paul Richardson – RGS Goose

Passenger Cars

1. Duane Richardson–Purgatory & Devil River Rider Gon # 6240
2. Al Boos – Pay Car #200

Freight Cars

1. Duane Richardson – Purgatory & Devil River Gondola #6151
2. Chuck Lind – Carter Brothers 8 Ton Flatcar
3. Paul Richardson – Purgatory & Devil River #572

Maintenance of Way

1. Jerry Hoverson – Colorado Pacific Spreader #63
2. Jerry Hoverson – Rocky Mountain Central Flanger #96394
3. Duane Richardson – Purgatory & Devil River MOW #597

Cabooses

1. David Davis – Tall Pine Lumber Caboose - Chuck's Chariot

Complete Trains

1. Bob Brandle – Alton Mining Train
2. Jim Howard – Valley Flyer

Off-Line Structures

1. Lloyd Keyser – Bantam Back Hoe
2. Lloyd Keyser – Bantam Crane
3. John Kootz – Coeur D'Alene Gold Mine

On-Line Structures

1. Edward Spiller – B&M Coaling Tower
2. Chuck Lind - O Scale Sand House
3. Doyle Bond – Waco Cotton Belt Depot

Bridges & Trestles

1. Chuck Lind – Strain Beam Truss Bridge
2. Bob Alston – Donahue Creek Relief Trestle
3. Ray Byer – Northside Belt Railway Bridge

Displays

1. Chuck Lind – Tall Pine Planer Mill
2. Jim Norwood – Feed Mill

Photos

Prototype Photographs, B & W Prints

1. Robert Mangrum – MKT #134 in Shop in Waco
2. Robert Mangrum – MKT #121-A F2A in Waco
3. Robert Mangrum – MKT #1562 RS3

Prototype Photographs, Color Prints

1. Chuck Lind – Winter Run
2. Chuck Lind – River Run
3. Don Kimmell – Holiday Express 2004 – Rudy

Model Photos – Color Prints

1. Chris Atkins – D&RGW 460
2. Judith Neufeld – Busy Bees
3. Chris Atkins - UP Geeps at LMRA

Trains on Stamps

1. Brenda Dickey – When the Mail Rode the Rails

Passes

1. Jerry Hoverson – Rocky Mountain Central & the Colorado Pacific
2. Paul Richardson – Purgatory & Devil River Railroad
3. Robert Mangrum – Texas & Southern Railroad

Arts & Crafts

Arts & Crafts, General

1. Brenda Stewart – Sampler Quilt
2. Ginny Boos – Smocked Baby Bonnet
3. Carolyn Spiller – Primitive Hooked Rug "Bless Our Home"

Arts & Crafts, Theme

1. Patricia Willis – Wagon Wheel Mirrored Rack
2. Patricia Willis – Cowboy and his Lady
3. Patricia Willis – Boot Planter Bookends

Most Popular Arts & Crafts
Brenda Stewart – Sampler Quilt

Arts & Crafts Best of Show
Brenda Stewart – Sampler Quilt

Participation Award
Chuck Lind – Six Entries totaling 621 Points

Best Kit-Built Model
John Kootz – Coeur D'Alene Gold Mine

Architectural Award
Doyle Bond – Waco Cotton Belt Depot

Tree Award
Chuck Lind – Tall Pine Planer Mill

Bob Clarke Award
Al Boos – Willamette Humboldt Skidder

Linda S. Little Award
Margaret Shook – "See Rock City" Building

Most Popular Model
Chuck Lind – Tall Pine Planer Mill

Novice Best of Show
Jerry Hoverson – Colorado Pacific Spreader

Best of Show
Chuck Lind – Tall Pine Planer Mill

Achievement Program - Part Three

by Charlie Flichman

Let's continue in our search to find your entry point into the Achievement Program (AP). The next category on the list from last month's article is - Master Builder - Cars. Here again with all of these articles, I will briefly cover the requirements and add some notes to help in the categories that I have familiarity. To get all of the details go to www.nmra.org/achievement/ or contact Roger Cason (address in box on page 2) for the same information.

The requirements for Master Builder - Cars are as follows:

A.) Build 8 operable scale models of railroad cars.

B.) The 8 cars must be at least 4 different types with at least 1 car being a passenger car.

C.) 4 of the 8 cars must be scratch built.

D.) 4 of the 8 cars have to earn a Merit Award.

E.) Submit a Statement of Qualifications (SOQ). (Again, more on this later).

You must build 4 super detailed and 4 scratch built cars of at least 4 different types with 1 type being a passenger car. What is meant by types of cars is box, reefer, stock, tank, gon, passenger, maintenance of way, etc. Merit Awards have to be earned with 4 of these cars. Again, a Merit Award is earning 87.5 points out of 125 points in a judged contest. If you don't want to enter a contest, an AP person can come to your location and do the judging there. The other 4 cars do not have to be judged! They do have to be described in detail for the SOQ. The SOQ for all categories will be covered in a later article.

Having served as a MER and National judge, I can offer some hints for entering a judged contest. You will have to provide the same paperwork if the AP person is coming to your location. If you are just starting a model that you are going have AP judged, keep a record of what you are doing. Keeping a record as you build the model will help you in preparing the Judge's Score Sheet when you are finished building, rather than trying to remember everything at the end. YOU HAVE TO TELL THE JUDGES WHAT YOU HAVE DONE! I have seen models in a contest, with a BLANK Judge's Score Sheet. I am not sure what the modeler expected. If you are not familiar with the Judge's Score Sheet, copies of this form can be downloaded from the NMRA website www.nmra.org/achievement/. Look for the title AP Forms Page. This way you can also have your Judge's Score Sheet filled out before you come to the contest room. You can use a separate piece of paper or two (not more, if possible) and just write "See Attached Sheet" on the Judge's Score Sheet.

The **Conformity** category on the Judge's Score Sheet is worth a total of 25 points. When you submit a model for judging, never assume that the judges will know the prototype. It is advisable to provide some plan, photo of the car, etc. to verify the legality of what you have done. Some comments that you put in one category (example **- Detail**) may need to be repeated in one of the other categories (example - **Scratch Building**). You can substitute any of the category names in both places above. Judges usually only read the category that they are judging. Also, talk to the judges after the contest awards if you don't understand the scoring or the comments. I see very few people take advantage of this opportunity.

Here again appears that term "scratch built". I am sure that every piece of equipment for the railroad you are modeling is not produced by the commercial market. Therefore you have a reason to scratch build a piece of rolling stock for your railroad. There is a list of parts in the detailed description of this category that are excluded from the scratch built requirements. It is not that hard and there are numerous articles that have been written on scratch building that can be followed to learn the techniques.

We should be having FUN by now. Yes, it is a challenge and takes a little bit of work. But, no more than you may have already done by assembling some of the craftsman's kits on the market. Once that first model earns a Merit Award, and you get comments and questions from your fellow modelers, it will be hard to resist entering the second model. Again, if you are already doing this level of modeling, get public recognition for it. Good luck on your effort!

Contest Corner

By Chuck Lind

This convention was the last one as Contest Chair for Loren Neufeld who has held this position for the last 12 years. I am retiring from entering contest and will be taking over as the new chair along with my duties as editor of the *Marker Lamp*. At the board meeting Loren made the motion that we move from the form we have been using and go to the NMRA Contest form for scoring, the motion passed. So there are no surprises I plan on going over different areas of the forms and what the changes will be. The point changes to the categories are as follows;

	NMRA Points	Old Points
Construction	40	40
Detail	**20**	**25**
Conformity	**25**	**10**
Finish & Lettering	25	25
Scratchbuilding	**15**	**25**

As you can see the biggest changes are in the Scratchbuilding and Conformity section of the form. One of the reasons for the change to scratchbuilding is to make the playing field a little more level for some of the fine kits that are being produced today. Now you are asking what conformity is. According to the NMRA the key is whether or not the model is logical. If you want to score high in this area you will need support in the way of plans and/or photos. This means that prototype models should have the plans and photo reference attached to the entry. If you built a freelance model of an imaginary prototype it should also be supported with evidence of conformity to prototype practices, such as photos or drawings of prototypes with similar features if you want to get the highest number of points from this category. You **cannot** just say "conforms to prototype practices".

In the Photo Contest I will also be following the NMRA guidelines. A maximum of ten (10) entries with a maximum of five (5) entries in any one category. Prints **must** be mounted on flat, rigid board or matted with similar material – **no folders or glass frames allowed**. The photo and mount may not exceed 12"x16" in size. The minimum mount size is 8"x10" and the minimum print size is 5"x7". If you would like additional information please refer to the NMRA website under the National Contest Pages "Photo Contest Guidelines".

MASTERING MODELING
PEELING/ FADING PAINT

by Tracy and Terry Mitchell MMR's

First, what a great time my Dad and I [Tracy] had in Ft Worth. Hats off to the Ft Worth committee on showing us a good time.

In this installment we are going to talk about one of the most effective ways to make your model appear more realistic. Everything that is painted will sometime in its lifetime start to feel the effects of the paint breaking down. There are several ways to model this. All of these techniques have their usefulness. Some work better than others in certain applications. Most of these techniques you probably already know about, but we're sure there are a few you never thought about.

The first method we use is really simple. Start out by painting your model a base coat usually a grey pigment. Allow it to dry for at least a week. Then come back and spray your brush paint a final top coat and allow it to "Air" dry, meaning don't let it dry completely. Then lightly sand off the top color to expose the under coating. We use fine grit sandpaper usually the wet/dry sandpaper [black colored paper] with at least 200 grit. You can also "Dry Brush" the top coat on without sanding. This gives the model a more fading paint than actual peeling paint. We also use Prisma colored pencils instead of drybrushing. We feel that we have more control with a pencil than a brush. Just pick a color pigment that is close to what you have painted and lightly apply the pencils to fade the paint together. These techniques work well on plastic and wood.

Another way to simulate fading paint, and this works best on plastic to make it look like wood, is a method we call the "Scratch Back method". This is labor intensive and it also helps if you own an airbrush. You also need a Fiberglass bristle brush. Micro Mark and PBL sells these. Safety Alarm "WOOP WOOP" WEAR PROTECTIVE EYE WEAR when doing this. The fiberglass bristles are murder in fingers and we can't believe how bad they would hurt in eyes. It is also not a bad idea to wear gloves. Here is the technique:

Start by priming the model with any color of grey. We prefer Solvent based Floquil but you can use acrylics for this. The colour we use the most for priming is SP Lettering Grey. Here is the key allow to dry throughly over a week, a month is better. When the model is completely dry, spray on Depot buff [or any suitable yellow]. Before it dries, brush the model with a fiberglass bristle brush. You don't want to take all the yellow off, leave some and allow the grey to show through. When satisfied spray immediately roof brown and repeat the process with the fiberglass brush taking the paint back to the primer grey. Remember to leave some of the grey, yellow, and brown. Next you spray Grimy black and repeat as before. This is where you stop if you want unpainted, but weathered wood. If your model is to be painted, spray the final color now and scratch off the other layers to show the weathered wood.

You can also add a few drops of white to your final and shoot the model again. This will tone down the paint leaving a more faded and weathered look.

You can also use a steel brush instead of the fiberglass bristles. Just be forwarned the steel bristles remove paint much faster and can ruin a model in nothing flat. We use the steel brush on wooden models using this spraying technique. Not only does it give the model a real faded look but it also adds wood grain to the model. DO NOT USE A BRASS BRISTLE BRUSH. This will turn the model a greenish tint.

To get a more realistic looking peeling paint there are several methods for that. All work about the same, its just what you prefer to use. One way is to use petroleum jelly. Start out by spraying a primer coat or an undercoat of the paint you want to have shown through. Dab on the jelly in a pattern that resembles what peeling paint would be like. Be careful a little goes along way. Spray on the top coat and allow to dry. Then simply wipe off the jelly. A word of caution you might have to use mineral spirits to remove all the petroleum jelly. If you use this method on plastic the mineral spirits could attack the styrene. Also petroleum jelly can be absorbed by the model and will attack the plastic as well. We first learned about the petroleum jelly when we were military modelers. It is a hard technique but if done right is really effective. Try practicing on scrap pieces before attempting this on a good model.

Since we became RR modelers we have been using rubber cement in place of the jelly. This technique has been around since rubber cement was invented. Rubber cement uses the same technique as the jelly. That is: Paint base coat. Apply rubber cement and allow to dry. Paint top coat and allow to dry. Rub off cement. Only difference between the petroleum jelly and the rubber cement is, the cement is much easier to remove. All you need is an eraser or your finger. Rubber cement also doesn't attack the plastic. There are also several commercial masking agents out on the market, but frankly most resemble either the petroleum jelly or rubber cement so why pay for something that is already available and much cheaper.

There is one more thing you can use as a mask for paint. That is modeling clay. You know the stuff you used in grade school. This works wonderfully at masking paint. It can be removed fairly easily with another piece of modeling clay. The best part about using it is, it's reusable! Just knead the clay to remove the paint. Modeling clay works really well in the larger scales but is harder to use in the smaller scales. Also models that have a lot of detail can cause problems with the clay sticking to much to details.

The final technique we have used in the past [mostly when we were modeling military] is using table salt to get the effect of peeling paint. This technique worked wonders on tanks and other military equipment. It also works well on plastic rolling stock and diesels when you want to see the previous paint scheme. MKT engines in the John Deere green scheme is a great place to use these. The MKT diesels had that Deramus Red Paint scheme [Pretty impressive, Eh! Narrow Gaugers know all about MKT Deramus Red schemes] under them and

in later years, the red showed through the green scheme. We have also seen it used effectively on models of NG snowplows.

Here's how the salt method is used. There are 2 ways to do it. Apply the base coat and allow that to dry. Spray an area on the model with water. Apply the salt with a brush arranging the spread to your satisfaction. Spray on the top coat. After the paint is dry, Wipe the salt away with a brush or soft cloth leaving the undercoat exposed.

The other way is to spray the undercoat and before it dries completely sprinkle the salt onto the paint. Allow that to dry. Then spray the top coat covering the undercoat and salt. When the top coat is dry, scrape the salt off with your finger. This gives the effect of the paint that has been through a sand blaster. I've also heard of modelers using sand instead of salt. We have never tried it but it sounds like it would work also, as would any other granular material.

For smaller scales you might have to grind the salt with a mortar and pestle. You can also grind down rock salt or ice cream salt to get bigger grains of salt.

With all these techniques you've got to remember how the prototype weathers, and what causes the paint to peel in the first place and where will the paint peel most likely peel. No matter how great you think the peeling paint looks, if it is on a model where paint won't peel it will not look correct. Paint sticks better on places where it is more protected from the elements. Under eaves have more paint than in the middle of the wall. We can't tell you how many good models we've seen over the years that have peeling paint completely covering a side of a building. Even the buildings that haven't been painted for 30 years still have paint under the eaves. Storefronts usually will have less peeling paint then the rear of the building. The store owners want to keep the front pristine because their business comes through the front door.

On the South side of a building the paint tends to fade quicker then the other sides. Although, if you model cold weather areas, the North side will have a snow line, so think about where that will be. Think about moisture too. If something is constantly getting wet that will ruin paint. Heat plays a factor too. Areas around steam and other heat related areas will bake the paint off.

Areas that are prone to more excessive use tend to have less paint. These are walkways, ladders, grab irons and handrails. Roof walks might be painted once, but will never be painted again because of the safety factor for the crew. Try being a brakemen walking a painted surface on a moving object and you will soon know why the crews never repainted if they were ever painted in the first place. Stock cars were cleaned with lime. This chemical really broke down the paint. So remember that the next time you paint a stock car. Passenger equipment usually was kept in better condition so it would have less peeling paint. And by the same standards MOW or non revenue stuff was lucky if it ever got a second coat of paint.

All this means is to be choosey where you want to put peeling paint, a little goes a long way for the effect you want. We hope you will give these a try. Peeling paint is one of the most effective weathering techniques used. Try it and you will see what a difference it makes on your models.

Back to Modeling now.

Cowtown Limited 2005 is now History

By Bob Bray

Another LSR convention is now behind us. A total of 197 individuals registered for this year's LSR convention held in Fort Worth in June. Paid attendance for the Saturday night banquet was 215. Several new members were added to the LSR/NMRA roster at the convention. People attending came from several states outside of our region, including Florida, Arkansas, Indiana, Colorado and Pennsylvania.

This year's convention committee worked diligently for the past 18 months to organize, plan and work out all the details to make this convention a great and enjoyable convention for all who attended. Many people volunteered to work at the various tasks that had to be performed for the convention to make it happen. The convention was able to surpass all the room night and meal commitments made with the convention hotel. We received a lot of support and help from April Montez, of the Fort Worth Convention & Visitors Bureau and especially from Sherry Sullivan, director of sales at the Holiday Inn North. Alex, the catering manager did a great job setting up for the meeting rooms, the banquet and breakfast.

The convention started on Wednesday evening, June the 1st. Registration was to have started at 3:00 in the afternoon, but many people were waiting in line at 1:00 to pick up registration packages. Before the evening was over probably, 60% of the registrants had signed in. By Thursday evening 95% of the convention attendees were already participating in convention activities. Only three people registered for the convention were no shows.

There were many great events at the convention. The Operating sessions held each night of the convention were filled. The Non Rail committee had a great program for the Non Railers. Our new LSR President, Jerry Schoenberg, put together a great clinic program. The clinics this year were just awesome. There was a total of 38 hours of clinics. The topics were quite varied and the presenters and presentations seem to be getting better each year. There were many great models entered into the contests. In fact, we had so many entries that the contest had to be moved to a larger room. A total of 24 layouts were open for the self guided layout tour and $3,000 to $4,000 thousand dollars changed hands at the silent auction. Steve Willis did a great job coordinating this event. And not to be overlooked, Jim Howard, Division Director came up with 135 door prizes to give away.

The Cowtown Limited Convention was very privileged to have Larry DeYoung as the guest speaker for the banquet. Since August 2004, Larry has been head of the publications department of NMRA, a volunteer position, and is publisher of *Scale Rails* and *The Bulletin*, the NMRA's official publication set. In addition to speaking at the banquet, Larry presented several clinics at the convention.

Of the convention's many highlights, the most popular events were the trips to the BNSF headquarters Operations Center, BNSF Intermodal Yard and the two Top Five Super layout tours. Then BNSF RR went out of the way to host LSR members at the Fort Worth facilities. The people I talked with who went on either of these tours were really impressed with BNSF efforts to host our members. Both the BNSF tours

Continued on page 10

Up the Track

By John Hawkins

Please send any and all information about upcoming events or activities in your area to me via email at je.hawkins@comcast.net or via USPS to 1723 Shufords Court, Lewisville, TX 75067. I prefer to receive such information via e-mail, but I will accept it any way you want to send it. Now, here are some upcoming events.

Houston (Hockley), TX
Houston Area Live Steamers (HALS)
Highway 290 at Roberts Road
Public run days are 3rd Saturday of each month from March – November, 10:00 AM to 4:00 PM – anytime for LSR members
Admission is free but donations are appreciated. For more information contact Peter Bryan at peterB@pdq.net or visit www.hals.org

Garland, TX
LSR Division 3 Monthly Meeting
Nicholson Memorial Library, 625 Austin St., Garland, TX Third Saturday of each month (July 16, Aug. 20, and Sep. 17) For more information check the Division 3 page on the LSR website or contact Duane Richardson at duane@purgatoryanddevilriver.com

Irving, TX
North Texas Council of Railroad Clubs Meeting
Spring Creek Barbecue, 183 and Beltline, Irving, TX August 16 at 7:00 PM All model railroaders welcome

New Braunfels
New Braunfels Summer Model Train Show
New Braunfels Civic Center, 380 South Seguin, New Braunfels, TX Saturday, August 20, 2005, 9:00 AM – 4:00 PM Admission: $5 adults, $1 17 and under, $8 family maximum. For more information contact Bryan Weidner, Lone Star Railways and Hobbies, Box 134, Fischer, TX 78623, 830-935-2517 or lonestarrailway@yahoo.com

Temple, TX
23rd Annual Temple Model Train Show
Frank Mayborn Convention Center Saturday, Sept. 17, 2005, 10:00 AM – 5:00 PM Sunday, Sept. 18, 2005, 11:00 AM – 5:00 PM
Admission: $5 adults, $1 discount for seniors, 12 and under free with paid adult, active duty military and dependents free with ID
For more information contact Bill Lancaster, 254-771-0760 or CentraMod, Inc., Box 2453, Temple, TX 76503

Live Oak, Texas
Alamo Model Railroad Engineers, 17th Annual Train Show
Live Oak Civic Center, 8101 Pat Booker Road, Live Oak, TX 78233 Saturday, October 1, 9:00 AM - 4:00 PM Sunday, October, 2, 11:00 AM - 4:00 PM Admission: $6 individual; $9 family
Additional information may be obtained from Harold Fleischer, 11731 Wetmore Road, San Antonio, TX 78247, Phone: 210-497-2532, email: amreshow@swbell.net.

Fort Worth
LMRA Railroad Activity's 23rd Annual Railroad Show
Lockheed Martin Recreation Area, 3400 Bryant Irvin Rd., Ft. Worth Saturday, October 8, 2005, 10:00 AM – 5:00 PM Sunday, October 9, 2005, 11:00 AM – 5:00 PM Admission: $6 adults, Under 10 free with paid adult. For more information contact Bob Bray, c/o LMRA, 3400 Bryant Irvin Road, Ft. Worth, TX 76109 or see www.lmra.org/activity.html — go to model railroad and click "more"

Irving, TX
North Texas Council of Railroad Clubs Meeting
Spring Creek Barbecue, 183 and Beltline, Irving, TX October 18, 2005 at 7:00 PM All model railroaders welcome

Fort Worth
21st Annual Fort Worth Area Train Show
Will Rogers Memorial Center, Amon G. Carter Exhibits Bldg
Saturday, November 12, 2005, 10:00 AM – 5:00 PM Sunday, November 13, 2005, 10:00 AM – 4:00 PM Admission: $7 adults, Under 11 free with paid adult For more information contact Bob Bray, c/o LMRA, 3400 Bryant Irvin Road, Ft. Worth, TX 76109 or see www.dfwtrainshows.com

Plano
21st Annual Dallas Area Train Show
Plano Center, 2000 E. Spring Creek Pkwy, Plano, TX Saturday, January 14, 2006, 10:00 AM – 5:00 PM Sunday, January 15, 2006, 10:00 AM – 4:00 PM Admission: $7 adults, Under 11 free with paid adult
For more information contact Bob Bray, c/o LMRA, 3400 Bryant Irvin Road, Ft. Worth, TX 76109 or see www.dfwtrainshows.com

Houston
Greater Houston Train Show
Saturday, Feb. 11, 2006
Stafford Convention Center, 10505 Cash Road, Stafford, TX Sponsored by LSR Division 8/SanJacinto Model RR Club Chairman: Rich Bustinger Vendor Contact: Cecil Stewart, 18710 Candleview Drive, Spring, TX 77388, 281-350-6414, cecilstewart86300@aol.com

San Antonio
Lone Star Division Annual Convention
Double Tree Hotel, 37 Northeast Loop 410, San Antonio, TX
June 1-4, 2006
For more information visit www.samrarail.org and click on "Tracks to the Alamo" or call Gary Maitland at 830-626-0339

Thanks to *Cowcatcher Round Up* for selected items in the above list.

Final Run

By Bob Batson

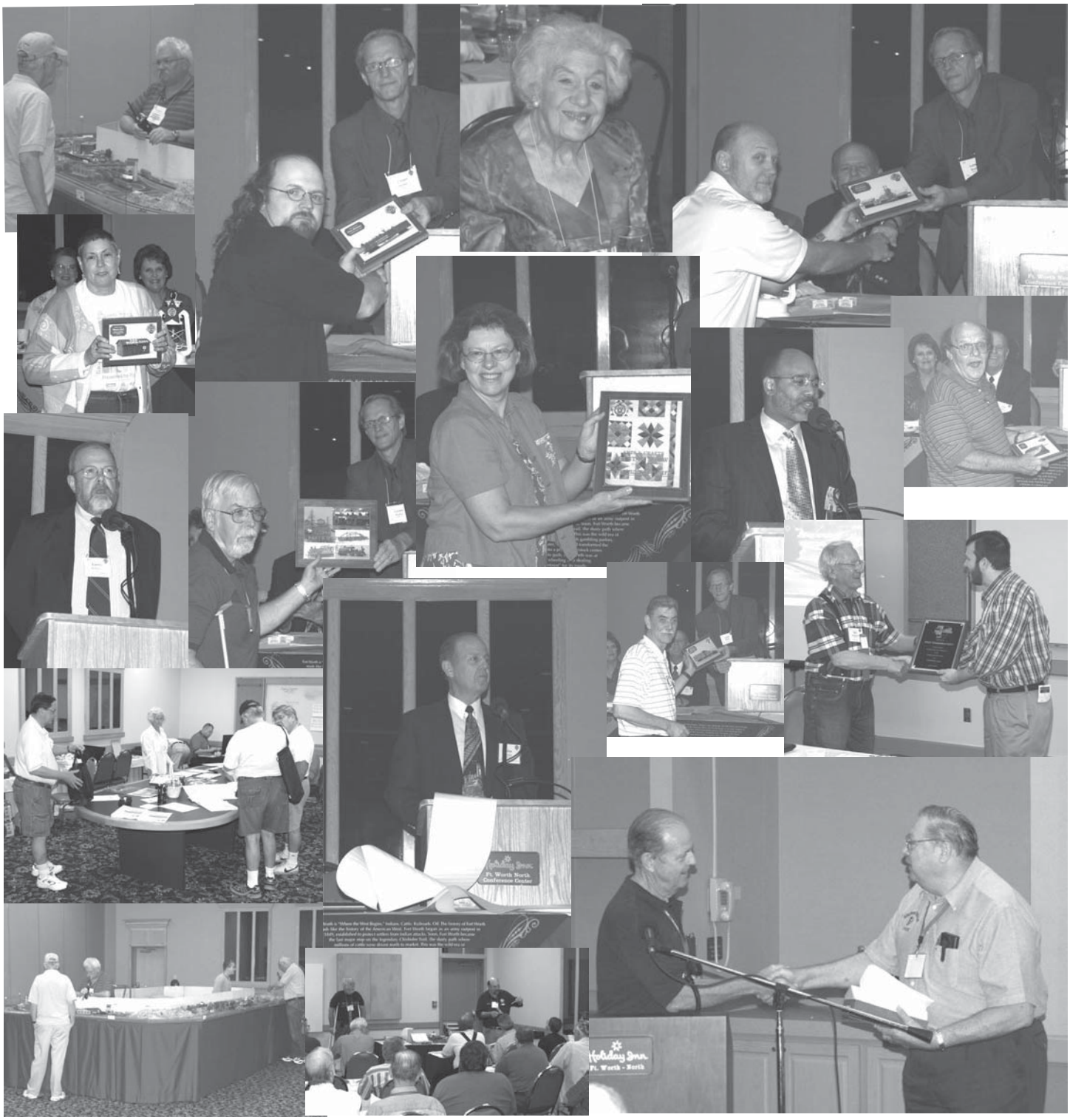
Bob Standley died on May 23, 2005 from pancreatic cancer. It was quite a shock to me as I know it is to those of you that knew him.

Bob was active in N Scale modeling and N Scale gatherings for longer than many of you have lived. He was the first person to really encourage my modeling 20+ years ago when he saw a dinky table-top layout I had built. Bob's wife's family lived in Lubbock and they would make the long trip out here from the Austin area at least once a year. Rather than spend too much "quality time" with his in-laws, he would sneak off over here and we would railfan, run trains or just talk trains, and if you knew Bob, he was a talker! I always enjoyed those visits.

I know Bob did beginners clinics for many years at the N trak conventions so I expect many of you were also encouraged by him in your early modeling days. While he was a transplant Texan who could not get his attachment for the New Haven Railroad out of his system, he served the Lone Star Region of the NMRA in many areas over many years.

Since I am a minister, often some of our late night discussions turned to more serious matters, I know from those discussions that Bob is in a better place.

Please remember Bob and his family in the days to come. He will be missed.



Photos by Doug Andreasen

Cowtown Limited 05

Just a few of the sights from the great convention put on in Fort Worth. If you missed this one you missed another excellent convention. From the registration room to the banquet and breakfast, modeling was the subject of conversion. The convention had some of the finest clinics and tours. The convention committee kept us busy from morning to well into the night.

For the Narrow Minded…

By Duane Richardson

After years of having some N scale tucked under Dad's benchwork and being part of various clubs I recently found myself planning the first layout that is all my own. I had a little of this and a lot of that when it came to my collection of locomotives and rolling stock. The only true theme involved was that it as all steam era models. As I began to give the layout some thought I had to ask myself what I wanted to do, where I wanted to do it and why. I made my choices, which I'll go over later, and it's led me down some interesting paths.

The starting point for all of this is to determine what you want to do. Do you model a prototype or a freelance railroad? Why? We all have our likes and dislikes about both. Some feel that there are those who build accurate scale models and those who can't freelance. Others feel that if a model is 'waste' if there is one rivet missing then somebody might be taking things just a little too seriously. Unlike a lot of issues in our hobby, on this one, 99% of the time you really land on one side or the other. Unlike the diesel VS steam question where you can always model the transition period and do both, here it's usually one or the other.

Which do you model? My father and I are both building either end of a fictitious narrow gauge line. While it is a freelanced railroad it is based, mostly, on how the Rio Grande Southern might have looked had fate been more kind. The repeal of the Sherman Silver Purchase Act in 1893 caused the 'Silver Panic' that started the downward spiral of mining in Colorado and thus the railroads as well. Within my version of Colorado history this was partially reinstated. This allowed the D&RGW and the RGS to survive in better shape and, in the case of the RGS, longer than they really did.

Why? For me this was an easy one to answer. I personally like the freedom of freelancing. The only problem of choosing narrow gauge is that I also enjoy the operations side of the hobby. The D&RGW was one of the largest narrow gauge railroads in the country but there still wasn't enough traffic in a given day across a single division to make for an interesting operating session. By freelancing I have the flexibility to set up operations to suit my own needs. In claiming that events turned out differently, I can justify the added traffic on the line.

Now, while I freelance I'll be the first to admit that there is a wonderful discipline to modeling a prototype. There is a right and a wrong answer to just about anything you are going to build. There were only 14 rivets here or that kind of stirrup step there or it isn't correct. It takes a lot of research to correctly come up with an accurate model. I know modelers that have spent several months and even years pouring through books and surfing the internet in search of one more picture or that one picture of the far side of that building. On an extreme note, I've also seen projects get shelved because that one picture couldn't be found. The modeler would rather not build it since he would have had to make up what the missing side looked like. It's all or nothing.

I know one modeler who builds some of the most amazing structures and rolling stock. Some of his mock-ups are better than some people's final structures. It would be a beautiful layout if it just had some scenery. I've often wondered if it just isn't a case of "I can't make that rock exactly like it looks so why bother". On the other side of that coin I have another friend who is modeling his own thing, no real plans and no real location or time period in mind. He's said that he didn't think anyone would want to come and see it since it isn't a layout of the XYZ railroad. I've seen his work, a lot of it award winning, and I told him that wouldn't be an issue.

The prototype modelers are a big reason why we have the various models that we have today. They are the reason why we have the NMRA standards that we have. It's also the reason that the various model suppliers are offering more and more accurate models. Without them we would have one box car that would be painted for every line in the country and it wouldn't be correct for any of them. I had always joked about this until I started seeing some of the On30 train sets. One of the companies has one prototype and they use it for everybody. The boxcar in one set is supposed to be a D&RGW 3000 series boxcar but the doors open in the wrong direction. Now again, I'm a freelance modeler but that is just wrong.

As the popularity of this scale grows there will be more and more kits offered to build true prototype models in 30 inch gauge. There are already kits available that are proving to be very popular among the On30 crowd. For now, like it was in the early days of HOn3, most of the serious modelers are kitbashing and scratchbuilding most of their models. Right now On30 is the biggest thing to hit narrow gauge modeling in years. It's great to see more and more people being drawn to 'narrow minded' modeling.

Once you have decided on what you are going to model and why, you have made to two biggest decisions of your new layouts life. Should you model a prototype or not? Either path you decide to follow there will be somebody who will question it. The whole idea of the hobby is to have fun and relax. Build what's right for you and don't worry about why the other guy is doing what's right by him.

To paraphrase Uncle Willy, "To prototype or not to prototype…that is the question".

Until next time...keep the boiler full, the fires hot and the wheels on the rails.

Continued from page 7

sold out. The Top Five Super tours actually turned out to be six or seven stops instead of the promised five. These tours were originally planned to be limited to 20 people. Because they were so popular we had to add a second tour bus for Fort Worth and changed the Dallas tour from a 20 passenger van to a 35 passenger van. These tours visited many of the top layouts in the area and provided people the opportunity not to drive in the DFW traffic.

Once again, I would like to thank each one of you who attended this year's convention; especially all those great people who worked so hard on the convention committee. Everyone's attendance and participation made this year's convention one to be remembered.

If you missed this year's convention, you missed a great time. I hope you will start right now making plans to attend next year's convention in San Antonio.

Minutes of LSR – NMRA Board Meeting

Fort Worth, Texas, June 5, 2005

President Jim Packer opened the meeting at 10:54 am, June 5, 2005. The President acknowledged the recent death of the Youth Chair, Robert Standley.

ROLL CALL

All incumbent and elected Officers, Directors and Department Chairmen were present except Non-Rail Chair Virginia Freitag.

MINUTES OF PREVIOUS MEETING

The Minutes of the Mid-Year Board Meeting held January 22, 2005 was distributed.

Moved by Jim Long, seconded by Doyle Bond and passed by the Board: "To accept the minutes as presented."

REPORTS

President and Trustee Jim Packer submitted a written report to the Board and added oral comments. The following items were noted.

1) ***The Marker Lamp*** continues to be published on schedule and a thank you was extended to Chuck Lind for his efforts as the Editor and to John Cobb as the printer. Also, the last three ***ML*** issues have carried reports from all Divisions.

2) The LSR Constitutional amendments have made it current with the new NMRA regulations and the LSR by laws also have been maintained.

3) Jim noted that the Achievement program is setting a standard of excellence in the LSR with five members completing the requirements for Master Model Railroader this year.

4) As members of the NMRA, we are challenged to attract and retain new members in our organization. We need to contact new members, make them aware of the region's programs and invite them to local activities.

Secretary/Treasurer Elbert Smith distributed a corrected written report listing the current membership level of 685, the current LSR net worth of $40, 859.68 (steady over last four fiscal years) and a comparison of the LSR income and expenses to the budget for the 2005 fiscal year. Budgeted income exceeded budgeted expenses by $627.25. Elbert also explained the NMRA effort to determine division membership for new NMRA members according to the members' ZIP codes. A written report on ***Marker Lamp*** costs and Division membership was distributed.

Achievement Chair Al Boos' written report noted five new LSR Master Model Railroaders in the past year and 32 Achievement Certificates. The new MMRs are Edward Spiller, Jerry Hoverson, Carl Lester, Paul Richardson and Jerry Schoenberg.

Contest Chair Loren Neufeld's written report highlighting the successful 2005 convention contest, noting the quantity and the excellent quality of entries. Judging on Friday evening instead of on Saturday seemed to be accepted well by contest entrants and it allows more time for the preparation of the award plaques. (This year's plaques drew many favorable comments during the convention and at the Board meeting.) Loren recommended that the LSR adopt the NMRA Model Contest point distribution for LSR contests.

Convention Chair Bill McPherson submitted a written report. He commented that future convention planners would be dealing with well-prepared professionals. One must have all the facts and figures at hand to obtain favorable rates.

Dispatcher Eunice Linda's written report for the fiscal year ending 4/30/2005 indicated that 174 HO-scale cars and 93 N-scale cars had been sold. (Some of these had been on consignment and actually had been sold in a previous period.) Car inventory during these eight months was reduced by 14.3% to a total of 974 cars. Eunice reported that 55 cars and approximately 40-45 sets of "Nevadun RR" decals had been sold at the 2005 convention.

Education Chair – No report.

Events Coordinator – No report.

Historian Jim Long said that the success of the Achievement program – five new MMRs – meant that the Historian's engraving costs had increased. That is a good thing.

Membership Chair – No report.

Nominating Chair John Linda submitted a written report listing results of the 2005 election and the percentage of ballots returned from each division. Overall in the LSR, 37.89% were returned.

Photography Chair Doug Andreasen was introduced to the Board and he talked about some of the things that he would like to accomplish.

Publications/Editor – No report.

Web Site Chair Duane Richardson plans to do a facelift of the web site and hopes to place photos of the contest entries on the site.

Youth Chair – Jim Packer noted that because of the unfortunate passing of Bob Standley, a new chairperson is required for this position.

Division 1 Director Jim Howard's written report listed various activities of that division's members. A highlight of one of the quarterly division meetings was a visit and a conversation with "The First Lady" of model railroading, Ms. Bobbye Hall.

Division 2 Director Jack Green's report from the Bayou Division remarked that the diversity of clubs within the division means that there is something for everyone in the hobby.

Division 3 Director Bill McPherson submitted a written report. It listed the new MMRs within Div. 3 and highlighted the Div. 3 Dallas mini-convention held in April.

Division 4 Director Bob Alston's report highlighted the division's "scratch building with the masters" meeting in November where Tracy Mitchell and Chuck Lind shared their construction techniques using styrene and wood. Special recognition was made of Bob Standley's active involvement over the years.

Division 5 – Newly elected director David Lamberts submitted an extensive report. The report described the membership and activities of the Lubbock Model Railroad Association (LMRA). Like the NMRA, the LMRA is attempting to promote the hobby and increase membership. The LMRA wants to encourage more of the membership to build layouts believing that this will help generate more quality clinics and help with recruiting new members.

Division 6 Director Doyle Bond said that his report was in the last issue of ***The Marker Lamp*** and that Division 6 is looking forward to hosting the LSR convention next year.

Division 7 Director Don Kimmell's written report told about the division's general meeting. He noted that it is difficult for the division members, who are scattered around the division, to attend half-day meetings.

Division 8 Director Jim Long – Had no comments.

Directors at Large - There were no reports. Bob Bray commented that it is a pleasure to be just a Director At Large (after the work of the 2005 convention).

OLD BUSINESS

Selling Commemorative Cars Via eBay – At the January 2005 meeting, the Board authorized Bill Dryden, in conjunction with Eunice Linda, to sell LSR commemorative freight cars through the eBay web site. Bill said that because of his job change and having to move from Garland to Gonzales, Texas, he had not been able to pursue this effort. He expects to begin this sales effort within the next few months.

Fiftieth Anniversary Pins – The souvenir pin ordered for the 2001 convention was flawed and was remanufactured. Various methods to distribute this pin had been discussed at past Board meetings. Bob Bray pointed out that the pins had been distributed to the attendees of the 2005 LSR convention.

NEW BUSINESS

New Department Chairs – Jim Packer repeated the changes in LSR Officers and Chairpersons that had been announced at that morning's general membership meeting. These changes are: Photography, Doug Andreasen; Contests, Chuck Lind; Nominating Committee (open); President, Jerry Schoenberg; Vice Pres., Bill McPherson; Sec./Treas., Elbert Smith; Board Advisor, Jim Packer; Division 1 Dir., Chris Atkins; Division 3 Dir., Duane Richardson; Division 5 Dir. Dave Lamberts; Division 7 Dir., Don Kimmel.

Newly elected President Jerry Schoenberg then assumed the duties of President and chairman of the Board meeting.

Budget for Fiscal Year Ending April 30, 2006 – Copies of the proposed budget were distributed by Elbert Smith. He said the

proposed Income figure had been estimated conservatively, not knowing for a certainty what all the future NMRA fee changes will be. Budgeted Expenses were estimated at amounts to fund the current LSR programs. The proposed budget indicates Expenses exceeding Income by $279.00.
Moved and seconded that the submitted budget for the Fiscal Year April 30, 2006 be accepted. The motion passed.
Jerry Schoenberg suggested that it was likely that the LSR's income would increase after the September 1st NMRA fees restructuring. If it does, the Board should consider appropriate steps to pass on any increase to LSR programs or membership benefits, such as ***The Marker Lamp***, decreased convention costs, etc.
Conventions – Bob Bray made a preliminary report on the 2005 LSR convention, the "Cowtown Limited". Goals for room-nights were met. The final number registered was 197. Bob discussed some of the difficulties dealing with various changes in the hotel's management staff and noted that it is very important to have a clear and complete understanding of what the contract does and does not include. Some of the changes in rooms used for events (such as having to move the contest entries) were caused because of incorrect estimates of the room size requirements. Bob suggested that there is a need to review the auction rules, such as minimum bids and bid increments. He advises convention planners to remain flexible as to their needs and schedules.
There was some discussion about members' understandings of the auction rules. Gary Maitland announced that a live auction would not be held at the 2006 convention.
Discussion followed on what funds from the "breakfast rebate" should be offered for the 2006 LSR convention.
A motion was made and then amended by Bill Dryden and seconded by Doyle Bond: "To allocate $8.00 per registrant to the San Antonio 2006 convention committee to defray registration costs for this convention." The motion was passed unanimously.
Gary Maitland pointed out that the time period for the 2006 LSR convention in San Antonio is June 1-4.
Bob Alston announced that the dates chosen for the 2007 convention in the Austin area are June 7-10. Negotiations with hotels have not begun. Possible sites are near the Austin airport or in the Round Rock area. Jim Packer noted the that Board needed to approve the city chosen for the "wild card" year in the regular rotation of convention sites.
A motion was made by Jim Long and seconded by Doyle Bond: "That the Board approves holding the 2007 LSR convention in the Austin area." The motion passed unanimously.
Discussion clarified that the normal rotation would be to hold the 2008 convention in Houston and then return to DFW with the 2009 convention as a joint effort of Divisions 1 and 3.
Future Car Sales and Decals – Doyle Bond circulated an illustration of the souvenir decal being submitted for the 2006 convention. It commemorates Charles Spangler's "Daw Cha Southern".
It was moved by Doyle Bond and seconded by Loren Neufeld: "That the souvenir decals for the 2006 convention commemorate the 'Daw Cha Southern' of Charles Spangler." The motion passed.
Eunice Linda noted that very few of the N-scale commemorative decals were sold at this convention and cautioned that we should not over stock N-scale decals.
Membership –Jerry Schoenberg reported that the "Rail Pass" NMRA six-month first-time membership offer for $9.95 was extended for another year. In conjunction with "Rail Pass," the NMRA will accept $3.00 for a six-month first time LSR membership.
Jerry noted that some new members have expressed concern that not enough is being done to welcome new members into the LSR. It was suggested that it would help if Division Directors were to get involved in welcoming new members. Elbert Smith committed to provide all Division Directors with lists of new members and lists of members that receive notices of their delinquent dues. Jerry committed to provide a welcome letter to all new NMRA/LSR members.
Election Ballots – Moved by Doyle Bond and seconded by Bill Dryden: "To approve the destruction of the ballots for the recent election of officers and revisions to the LSR constitution." The motion passed.
Other Business – Loren Neufeld referred to Item 4 of his Contest Report wherein he suggests that the LSR adopt the NMRA Model Contest point distribution system for all judging categories. There was discussion about the different understandings of the NMRA "conformity" category in contest judging and about the category's inherent problems.
It was moved by Bill Dryden and seconded by Duane Richardson: "That the LSR adopt the NMRA standards for judging LSR model contests." The motion passed with one "no" vote.
Jerry Schoenberg announced that if a mid-year Board meeting is held, he proposes to hold it January 28, 2006 in San Antonio.
There was some discussion about the possibility of the LSR purchasing projectors, screens and other equipment for use at conventions. It is very expensive to rent this equipment. But, this type of equipment requires careful storage, use and care. Bill McPherson offered to investigate the possibilities of purchasing this equipment and to report at the mid-year meeting.
There was no other new business.
The meeting was adjourned at 12:38 PM.
Minutes submitted by Elbert Smith, LSR Secretary/Treasurer.

Education News

By John Hawkins, LSR Education Chairman

Anyone who has entered a model in the LSR Contest in recent years may have noticed that the point distribution for judging was different from that currently used by the NMRA. Specifically, the LSR had placed more emphasis on detail and scratch building than on conformity, where the NMRA emphasizes conformity over detail and scratch building. Upon recommendation of outgoing Contest Chairman Loren Neufeld, the LSR Board of Directors voted to adopt the NMRA recommended point distribution. In my mind, this vote was based largely on Loren's statement that, although he still disagreed with the NMRA's scoring distribution, he thought the benefits of standardized scoring throughout all levels of contests justified the change.

One can argue both sides of the issue – conformity versus scratch building – and make a case either way. Personally, I favor the emphasis on scratch building. Although I have entered only a few models in contests, all have been scratch built. I felt that the extra points that could be gained by scratch building would overcome other shortcomings and give me a greater shot at getting the 87.5-point merit award and even winning the contest.

Now that the incentive to scratch build LSR contest entries is less, it will likely impact the kind of models that appear in future contests. For example, I built a highly detailed craftsman kit of an iron smelter with the intent of entering it in the LSR 2005 model contest. I scratch built a number of improvements to the kit, which I hoped would add to its point value. Even though it was not totally scratch built, I hoped that my overall workmanship would be of sufficient quality to get the 87.5 points and maybe even win the prize for best kit entry. However, after I finished the project, without a good portion of the 25 points for scratch building, I didn't think it was worth entering, so I didn't. Now, with the new point distribution emphasizing conformity, I will probably reconsider entering it in 2006 because the kit manufacturer provides an extensive written history of iron smelters and how this kit conforms to two smelters that actually existed.

I doubt that, as a result of this scoring change, we will begin to see kits winning first place in large numbers because a scratch built entry will still earn a bonus (although smaller) in the total score that a kit can never get. I do think it will open the door to more entries and more individual entrants, and that is a good thing.

Kalmbach Memorial Library – A Primer

by Thomas Mossbeck, Research Associate

This article will introduce the reader to the Kalmbach Memorial Library (KML) and its resources. . If you need additional information about the library, or have comments, please don't hesitate to contact us.

Welcome to your Kalmbach Memorial Library, the research library of the National Model Railroad Association. The library houses a unique collection of railroad material which is used by model railroaders and historians to gain further knowledge of the many facets of the hobby.

There are two basic ways that the library can be used; in person or long distance. You can either come to the library to do the research yourself, or you can have the staff do the work and mail the material to you. To submit a research or photocopy request you can call, write, fax or email, or you can use the online fill-in form on the library's website www.nmra.org/library. Other contact information is listed at the end of this article.

Requests come in many forms. They can be as simple as a copy of a certain article that you may have heard of or seen a reference to, or they can be as complex as finding out the type of water column used on the Reading, the number of different manufacturers who have produced models of Big Boys, or information on how to scratchbuild live catenary systems. Frequently, questions also involve plans of locomotives and rolling stock, as well as information about a specific location, such as a yard or passenger station.

In order to answer these questions, the staff has a variety of source material from which to get information. I will begin by listing of some of the collections and resources available at the library then briefly discuss each one and explain their uses to the modeler.

John Kentlein – H.K. Porter Collection

This collection has over 780 builder's photos, catalogs, blueprints and other data chronicling the history of the premier industrial locomotive manufacturer. If you are interested in Porter locomotives, we have published a reprint of the 13th catalog *Porter Steam Locomotives, Light and Heavy*, which is available for sale at the library. The book also contains a roster of Porter locomotives including indication of the photos in the collection.

Bruce Meyer – EMD Collection

If you are looking for paint diagrams of locomotives from GM's Electro-Motive Division, then the Bruce Meyer collection is for you. With over 1,400 EMD paint scheme drawings from various railroads, operation manuals and other diesel locomotive items, this collection is a valuable tool to the model railroader wishing to paint and letter EMD equipment. A complete listing of available diagrams can be found on the library website under "Our Collection", or you may call us and we will be glad to check on the availability of any drawing which may be of interest to you.

Photo collection

There are approximately 100,000 prints, slides and negatives in the library's photo collection, with approximately 25 % currently cataloged. Notable is the Miller Negative Collection, which includes 4,347 images representing 110 railroads. Developed by Harold B. "Dusty" Miller, it covers the years 1934-41 and therefore documents the peak of steam power development. All views are static, and in some cases show the locomotive in stored or partially dismantled condition. The bulk of the images are of western roads, with particular emphasis on the Southern Pacific, Santa Fe and Western Pacific. Some of these photographs were highlighted in the book *Steam on the Feather River Route*, which is still available for sale at the library. We can offer prints of any photo, slide or negative in our collection. If you are interested in finding out if we have the pictures you are interested in, all you have to do is contact us and we will gladly do a search and mail you a list of relevant images for your review.

Periodical collection

Over 50,000 modeling, prototype and historical society magazines, as well as vintage Railway Age, Railroad Gazette and Railway Review publications make up the Kalmbach Memorial Library's periodical collection. Most are indexed so the material is easy to locate. The periodicals can be used for copying specific articles or as sources for answering research questions. If you would like articles on handlaying turnouts we will be glad to mail you two or three examples, or if you are looking for original primary material about the electrification of the Pennsy, we can look up information in vintage publications describing the efforts to carry out this huge task.

Car and Locomotive Builder's Cyclopedias

These are great for finding information about freight and passenger cars, and locomotives, and all their components. Information, drawings and photos of brake systems, underframes, boilers, wheels, and everything else that make up the finished products. We have cyclopedias from the 1880s to 1997, so all eras are well represented.

Official Guides of the Railways

If you are in need of passenger train schedules then this is the publication for you. Our website lists all the years in the collection so you can request specific copies. The publication lists all passenger train stations in North America, and has schedules for all trains serving those stations, sorted by railroad. Many also have maps of their lines.

Official Railway Equipment Registers (ORERs)

Published quarterly, the ORER is a complete listing of freight cars owned by the railroads and private car companies. Cars are sorted by railroad and listed according to their numbers. The following information is provided for each listing: AAR mechanical designation, markings and type of car, numbers, inside and outside dimensions, door dimensions, capacity, and the number of cars in each series. Freight connections and junction points are also listed, as well as a recapitulation of all the freight car equipment for an easy overview of the total number of cars sorted by mechanical designation. The website lists all the ORERs in the library's collection. Again, it is just a matter of contacting us and letting us know which railroad(s) and year(s) you would like copies of, and we will mail them to you. This information is useful when trying to accurately number your freight cars, finding out which cars were owned by a given railroad, and for putting together a prototypically accurate freight car mix on your layout.

Poor's Manual of Railroads and Moody's Railroads

These publications have great information on the railroads' finances, track mileage, equipment holdings, traffic, histories and comments on operations and finances. The amount of information varies with the size of the railroad, but everyone should be able to find useful data in these publications.

Book collection

The library is home to more than 7,000 books and manuals, spanning all areas of model and prototype railroading. The books are classified according to the Drury system, a railroad-specific classification system named after former Kalmbach Publishing librarian George Drury. Books can then be categorized by such subject matters as Cars, Engineering, Locomotives, Model Railroading and Model Building, General Railroading, Specific Railroads, Traction, and Foreign (non-North American), just to name a few. We rely heavily on the book collection, as well as the periodical collection when conducting research. The collection is constantly growing due to the generosity of members who donate books they no longer have a use for, and from families who are looking to dispose of a material following a member's passing. We are also receiving a fair amount of newly published books from publishers who in return get their books announced in the monthly Library Car column in Scale Rails.

Historical society, club, museum and SIG publications

We have more than 275 different publications from railroad historical societies, clubs, museums and NMRA SIGs (special interest groups). We also have an extensive collection of NMRA region and division newsletters. The historical society and SIG publications are great sources for in-depth articles on narrow subject matters. Chances are if an article on a particular subject has appeared in a one of these publications, this will be the single best source of information on that subject, excluding books.

Video collection

Over 500 videos make up the library's video collection. They are divided into three categories: Modeling, Prototype, and Clinics. Just like photos, videos are a great source of inspiration and prototype information to the modeler. Whether you are looking for videos on

Continued on next page

railroading in general, railroad- or area-specific videos, or modeling and how-to clinics, chances are the video collection has something for you. The best part is that they are all available for rent. The price for members in the United States is $5.00 per tape, postage paid (note that some titles have two or more tapes, in which cases the price is multiplied accordingly). You can find a complete listing on our website, or we will be glad to mail you printout if you do not have internet access.

I hope this article has provided you with insight into the library, its collections and how to use them. In coming issues of this newsletter I will go deeper into these resources with examples of modeling and research applications. If you have any questions or comments, please contact me any time.

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San Antonio steams ahead with plans for '06 convention

By Gary E. Maitland, Convention Chairman

Plans for the 2006 Lone Star Region convention in San Antonio are well under way. Next year's theme is "Tracks to the Alamo." The convention will be held June 1-4, 2006, and the host facility will be the DoubleTree Hotel located at 37 Northeast Loop 410. The hotel's location is a bonus for model railroaders who also would like to take in some of the sights of one of the Southwest's top tourist destinations. The facility is located just one mile from the San Antonio Airport, making it very accessible for those who might fly in. And in a short 15 to 20 minutes, you can be in downtown San Antonio where you can enjoy such popular attractions as the Riverwalk, the Alamo, the Witte Museum, the International Market, the Institute of Texas Cultures, and the San Antonio Zoo. The hotel has agreed to extend the $99 per night convention rate for two days prior to the convention start and two days after the end date, providing visitors a wonderful opportunity to have time to explore all that San Antonio has to offer.

During the four-day convention, we plan to keep you busy and entertained. My committee is busy putting together an exciting lineup of home layout tours, operating sessions, prototype tours and non-rail activities.

We are working to set up two prototype tours that have been well received in previous conventions in our city — trips to Capitol Cement and to Trans-Texas Rail Shop, a mobile car repair service.

There will be a full slate of non-rail clinics and activities. The announced theme for the crafts competition "anything to do with missions," dovetails nicely into the heritage of the city.

And bring your thirst for knowledge as we have some interesting clinics planned. The most unique will be a three-day "Make and Take" clinic designed after the NMRA's successful "Modeling with the Masters" series. Former Narrow Gauge and Shortline Gazette author Mic Greenberg will lead the clinic. Mic is known for his realistic weathering techniques, so this Extra Fare option should fill up quickly.

Model Railroad Executive Editor Andy Sperandeo will be our guest speaker at the banquet, and he also has agreed to lead a clinic.

There's a lot of work yet to be done, but we think railfans throughout the LSR will be eager to make "Tracks to the Alamo." We urge you to take advantage of the early registration rate, which is $69 and is good through April 14, 2006.

If you need additional information, you can contact Registrar Don Scott by e-mail at Katydon@satx.rr.com, or by mail at 22016 Senna Hills Drive, Garden Ridge, TX 78266. He'll be happy to send you a registration packet.

If you have general questions, feel free to contact me by e-mail at gem21@sbcglobal.net, or send mail to Gary E. Maitland, 1045 Rolling Path, New Braunfels, TX 78130. Or check out our Web site at www.samrarail.org/LSR or from the Lone Star Region's Web site at www.lonestarregion.com – and click on the "For convention and show information" link at the top of the page.

Secretary/Treasurer's Report

By Elbert Smith

Membership - The LSR currently has 687 members with 36 members living outside the LSR area. This is 16 more than the total a year ago. June's NMRA membership roster lists 1039 NMRA members living within the LSR area. Sixty-three percent of them belong to the LSR, the same percentage of LSR membership as a year ago.

All NMRA and LSR dues that we receive directly from members are forwarded to NMRA Headquarters and they print and mail all NMRA/LSR membership cards. Monthly, we receive a statement and an NMRA check for the 30 to 50 LSR dues payments that they process each month. When our LSR records indicate that a member's dues have expired, we send them a reminder letter and encourage them to renew through the NMRA. Please contact me if you have any questions about your NMRA/LSR dues or membership status. NMRA Headquarters has responded quickly to our questions and corrections. My address, telephone number and E-mail address are listed on the inside cover.

Treasury - For the fiscal year April 1, 2004 to May 31, 2005, both receipts and expenses were lower than the budgeted amounts. The result was a net gain in the budget of $627.25 for the fiscal year. Last year's excellent convention in Houston returned $1200 to the LSR and dues income was right at the budgeted amount. Over the last four years, the net worth of all LSR accounts has varied between $36,550 and the total of $40,860 at the end of May.

This fiscal year's budget adopted by the Board at the June meeting assumes a small increase in dues income. After the NMRA Long Range Plan goes into effect on September 1, 2005, the regions will receive some additional dues income. Starting then, all new NMRA members automatically will become members of their area's region. At the same time, the budget assumes less income from commemorative cars. Sales of these cars have declined over the years and LSR now is offering commemorative decals instead of the cars. Overall, the adopted budget projects an income of $6326.00 (principally dues and car/decal sales) and expenses of $6605.00 (the largest item is ***The Marker Lamp***), a difference of $279.00.

New Members – Please welcome the following new members and invite them into your Division's activities.

Eric Doolittle, Denham Springs, LA
Brian Helms, Baton Rouge, LA
Bob Schilling, Baton Rouge, LA
James Moore, Irving, TX
Adam Knippa, Belton, TX
Ronald Tucker, Amarillo, TX
John DePoe, Belverde, TX
John Cootz, Houston, TX
Kenneth Sorrels, Alvin, TX
Clarence Zink, Arlington, TX
Justin Alford, Baton Rouge, LA
Douglas Darlington, Plano, TX
Myron Thomas Johnston II, Harker Heights, TX
H.M. Smythe, Georgetown, TX
Charles Kelly, Abilene, TX
Libby Baker, Arlington, TX
Blake Byrnes, Carrollton, TX
Glenn Jensen, San Antonio, TX
Algie Kilgore, Montgomery, TX
Charles Adams, Slindell, LA

Cowcatcher Division 1

by Chris Atkins

Without doubt the biggest news to hit the Cowcatcher Division in the last quarter is that of a successful Cowtown Limited 2005 convention in Ft. Worth. Chairman Bob Bray and his convention committee did a fantastic job. Despite a few headaches with the hotel, all of the convention activities went as planned and everyone had a great time. The clinics were all top notch and the models in the contest room were outstanding. One of the many highlights of this year's convention was the tour of Alliance yard thanks to BNSF and Doug Watts. Thanks to Jim Howard's persistence, I think nearly everybody won a door prize.

Speaking of Jim, we should all show him how much we appreciate his work over the last two years as the Division 1 director. Jim has really done a great job putting together the quarterly meetings and giving us a chance to get together and learn something, meet new friends or just talk trains. We always have an interesting presentation and his last meeting was no exception. In May, Dale Schmidtbleicher presented a fascinating slide show on geared locomotives. I hope to continue Jim Howard's tradition at our next meeting at 10AM, Saturday, Aug. 20th at the LMRA Administration building. I'm planning on putting together a presentation on the Camas Prairie and some of my modeling interests.

Another thing Jim had a lot of success at was keeping the division involved in the North Texas Council of Railroad Clubs. The Council puts on the Ft. Worth show in November and the Plano Show in January. Jim organized a table at last years Ft. Worth show to spread the word of the NMRA, LSR and Cowcatcher Division. This also contributed a significant amount to the division's coffers. As a member of the council, the Division is responsible to contribute man-hours to the production of the two shows. I plan on keeping Division 1 involved in the council and would love to hear from anyone willing to help put: chris@railroadmodelers.com.

Tim Blackwell continues to do an amazing job publishing the Cowcatcher Round Up. This small magazine has really gown to serve all North Texas railfans and modelers and has subscribers from across the country. The latest issue with all the convention coverage as well as a unique article about South Texas' Cane Belt railroad is available at area hobby shops as I write this. Subscriptions can be ordered from Tim.

Hope to see ya'll at the August meeting.

Do to space limitations the

Company Store

return next issue
be sure to visit the LSR web site
to see a listing of new products

Bayou Division 2

by Jack Green

Another LSR Convention is in the can as they say in the motion picture industry. Linda, my better half, attended her first convention and was extremely pleased, but very tired as we drove back to our home in Baton Rouge. She stated that the best part of the entire trip in Ft. Worth was the meeting of new friends. I will have to second that motion. That, by far is the best part of the exposure during such get-togethers. Thursday night I operated on Shane Murphy's layout north of Ft. Worth and had a ball, even if half was completed. I am operation orientated and the lack of scenery did not deter the enjoyment that we all experienced. This layout will fit in fine with the great layouts in the Ft. Worth area. Saturday, Eric and I visited 6 layouts in the South Ft. Worth area, thanks to all the hosts who opened their doors.

What a joy it was to see the excitement of the owner faces as they proudly welcomed each guest into their home or clubrooms. If it weren't for the conventions, I would not have been able to share that joy. That joy is how we at Midsouth feel as we open our doors to guest on special occasions or for the Louisiana Rail Run.

Besides Linda and I, the members attending from the Bayou Division were; Marvin and June Ackermann of Metairie, Eric and Diane Doolittle of Denham Springs, Dick and Charlotte Schneider of New Iberia, John and Nancy Todd of Thibodaux, Rod Fredericks of Baton Rouge.

Meet the **Baton Rouge Model Railroad Club**. The club was formed in the summer of 1972 and chartered in June 1973. Founding members were: Joe Baird, Alanzo Chappell, Edgar Dayries Jr., Jack Green, Stan Harris, David Johnson, Fred Koonce, David Long, Paul Miller, Claude Smith, Charles Wheat Jr. and John Wiese. Originally located in an un-used house on the Wiese Construction property, sale of the company resulted in the relocation to its existing site on Perkins Road. Approximate size of 30' x 30', this HO scale layout uses code 100 and has several hand laid turnouts. A large dispatch area oversees the entire system with status lights on a wide schematic of the layout, enabling visual control. The club recently installed DCC and has started integrating a block detection and signaling system. The locale is northern Mississippi, Tennessee and Kentucky thereby allowing beautiful mountainous terrain and hand painted backdrops. Two branch lines add to the operational capabilities. Additionally, the club maintains a 16' x 22' modular layout for local shows. Currently, 15 regular members and 2

Edgar Dayries, Jr. Tom Davidson Brendan Brosnan

Continued on next page

associates belong to the club. If anyone would like to visit or join the club, Edgar Dayries Jr. can be reached at 225-925-8975 or call Brendan Brosnan at 225-751-2349.

Lou Schultz, Ken Gaudet, president of the Crescent Club and the Midsouth are preparing for the August Louisiana Rail Run. The number of operators was reduced to 10 because Jim Loflands layout will be offline for this session only, but should return in February.

It was announced at the convention that Bayou Division member Eric Doolittle would be assuming the responsibilities and ownership of Phil Chamberlain's RailOP for Windows computer manifest program. This transition will take place over the next few months and we wish Eric the best of luck in this great adventure.

North East Texas Division 3

by Duane Richardson

Like the LSR, Division 3 has seen quite a few changes recently. Our division has seen a lot of growth and action during the tenure of our last two directors and I hope to continue that trend. Just this last year Division 3 claimed 3 MMR's and we have 3 or 4 more that are close enough that they might qualify this year.

With the help of some dedicated friends we have started holding monthly meetings again. We are meeting every 3rd Saturday at the Nicholson Memorial Library in downtown Garland (see the Division 3 web page for more details). All NMRA members are welcome and please bring a guest. On the 16th we had our first meeting. 16 members came out to talk about what they would like to see happen in the division. We have several ideas that were brought up for the subject of our future meetings. First being the Launch Into the Achievement Program where modelers, regardless of skill set, can get started, jump started, or just get help along the path to becoming a Master Model Railroader. Even if you aren't interested in the AP you can still pick up some very useful tips to take home and use on your layout. We have also discussed holding the Modeler's Challenge where we will model a subject that anybody can do regardless of scale. Each 'Challenge' will be to build a model with certain materials or of a certain size. We have a couple of ideas for the subject for this Challenge and will vote on it at the next meeting. We will also be holding clinics and show and tell at each meeting. The meeting for August will have a clinic about hand laying turnouts and a presentation about AP judging given by our division 3 judges. Please check the Division 3 web page for details of our upcoming projects and activities at http://www.lonestarregion.com/div_3/index.htm

The LSR convention in Ft. Worth was a ton of fun. If you haven't been to one of these or just missed this one you missed a good show. I want to thank all of the people involved in making the show work. Division 3 was well represented in both the layout tours and the contest room. Charlie Kirk took 1st place for his kitbashed Animas & San Juan Western Rail bus while Paul Richardson's Rio Grande Southern Galloping Goose #2 finished 2nd. Ned Spiller's coal tower took 1st place in Online Structures. David Davis finished 1st in Cabooses and Jerry Hoverson finished 1st and 2nd in Maintenance of way while yours truly finished 3rd. I also finished 1st in Freight cars and Passenger cars. Scale Rails Editor Terry Bacus was in town for the show and picked 5 models to appear in the August issue of Scale Rails. Be on the lookout for that in your mailbox.

I look forward to the next 2 years as your Division Director. I'm excited by the progress that has been made in North Texas over the past few years and I hope to keep that fire burning. Again, please check the website for details about our upcoming events. I have been developing an email list to contact the members. All of you should have received either an email or a notice in the mail about the most recent meeting. If you received a letter in the mail I don't have your email address. Please drop me a note at duane@purgatoryanddevilriver.com and I'll add you to the list.

Cen-Tex Division 4

by Bob Alson, Jr.

No Report Received

Division 5

by Dave Lamberts

I recently took over the directorship of division five of the LSR after the untimely death last January of Ron Kutch. Ron was a long, prolific contributor to the Lubbock Model Railroad Association (LMRA) and his will be difficult shoes to fill.

The LMRA meets once a month (the first Monday) at the activity center of a Baptist church in Lubbock. The club has several planned activities throughout the year. This February we held a live auction. This being the only event we hold to which anyone is in invited. We had an excellent turnout and ended up with 120 items for the auction. The seller determines the amount that goes to the club treasury, but the minimum in 10%. Several sellers donate the entire selling price to the club, which enables us the keep our yearly due to a minimum.

On July 4 we held the annual ice cream social. Two or three volunteers are chosen to purchase the food and instead of a clinic, we pig out on ice cream and other goodies. For some reason, we always get a really good turnout at this event.

Saturday (July 9) the club members hosted a layout tour. These tours typically start in the morning at the church where we hold our meetings. Each layout on the tour is given a start and stop time so the owner and the club members know when to be at the layout and when to leave. These are always popular and it is a great way to see what the membership is doing and to see the changes year-to-year in the layouts.

We are planning a "play day" on July 16-17 with the setup on the 15th. The membership is welcome to come setup their HO or N scale modules. This year we have a club from Amarillo coming. We are also trying to get vendors to come to show off their inventory.

At the June meeting Jack Seay gave an excellent clinic on making pine trees using sisal twine. It is a many-step process but the results are fantastic. The details are in our club newsletter which is available at www.railserve.com/lmra

One of our club members sent a letter to congressman Randy Neugebauer bemoaning the death of Amtrak. This is his response.

June 8, 2005

Thank you for contacting me to express your support for Amtrak funding. I appreciate knowing your views.

As you know, the President's budget for FY2006 eliminated funding for Amtrak. The House of Representatives and the Senate approved a final budget resolution for the 2006 fiscal year, H. Con. Res. 95, on April 28. I supported the budget resolution in the House, which passed by a vote of 214-211. The congressional budget resolution sets parameters for total spending for the next fiscal year but does not determine funding for specific programs. Now that we have agreed to a budget, the House and Senate will now begin work on the annual appropriations legislation that sets department and program funding levels..

I understand your support for Amtrak. Unfortunately, Amtrak's costs far outweigh passenger revenues. Since its creation in 1970, Amtrak has received approximately $29 billion in federal subsidies to cover the cost over-runs, even though it was supposed to be a private, for-profit-company. The Amtrak Reform and Accountability Act of 1997 required that Amtrak be operational, without federal assistance, by 2002. This goal was not met and in 2002, Congress approved a $100 million grant and the Department of Transportation provided a $100 million loan to keep Amtrak open for business.

Due to current tight budgetary constraints and many competing interests, there is less money available for the many competing federal projects. As a result, it is more difficult to find funding for Amtrak. Therefore, I believe Congress should focus on funding transportation programs and priorities that are effective and that benefit the greatest number of Americans. Unfortunately, I don't believe that Amtrak meets that test.

While we do not see eye-to-eye on this issue, I want you to know that I appreciate the benefit of knowing your view. Please do not hesitate to contact me if I may be of service to you in the future. If you would like to receive updates of my actions in Congress, please visit the 19th District's website at www.randy.house.gov and sign up for regular e-newsletters.

Sincerely,

Randy Neugebauer

Division 6

by Doyle Bond, MMR

Another slow period behind us what with all the heat it makes me want to do indoor things, like model railroading. I will have a booth at the SAMRA's summer show August 6 and 7, 2005. Then I will have a booth and run a modeling contest at the New Braunfels Summer Train Show August 20, 2005. On October 1 and 2, 2005 I will also have a booth and run a modeling contest at the Alamo Model Railroad Engineers (AMRE). Bring your models and lets have some fun with a little friendly competition.

I have talked with Frank Jacobson of the Rio Grande Valley Rails about visiting their club on the 3rd Saturday in either September or October. I also talked with David Jones, MMR, of Corpus Christi about a visit in that area. I would appreciate from the Corpus, Kingsville, and Rio Grade Valley informing me dates when events will happen in the area, so I can plan on attending.

San Antonio will have the 2006 LSR Convention, and SAMRA will be the host. The SAMRA web site (www.samrarail.org) will keep you informed as to the latest developments. The hotel is an extremely nice one with great convention facilities. A number of clinicians have already agreed to share their expertise. Mark your calendars for June 1-4, 2006. In my opinion the LSR conventions offer the biggest bang for the buck. The LSR convention in Ft. Worth was great.

One comment I heard there is that MMR's should not be allowed to enter models in the convention contests. Being an MMR I may be a littlebiased, but I believe a modeler should be allowed to enter contests. This hew-and-cry seems to stem from the belief that MMR's can walk on water. I can assure you that if you see me seeming to walk on water, I 'm standing on someone's shoulders. For example, at the Ft. Worth convention I entered two models. Each earned 90 points out of 125, that score would barely keep me afloat. To earn recognition as MMR, a member must be more than a modeler. A person must earn 7 Achievement Certificates out of 11 categories. Only 3 of the Certificates (Motive Power, Cars, and Structures) have any similarites to model contest categories. So, in order to earn recognition as MMR the person must earn a number of other certificates. Also, to earn Motive Power, Cars, and Structures Certificates you have to meet a thresholdof 87.5 points out of 125 total points. Again I do not think we should bar a MMR from entering contests. Some of us MMR's may have an exaggerated opinion of ourselves, so if you encounter this condition please stick a pin to let out the air. At SAMRA, Ernie Kaak (Treasurer and Museum Director) has five (5) MMRs to deal with. He is good about deflating egos as evidenced by the following photo Ernie took of yours truly.

That's all for now, I gotta go play with my trains, Doyle.

Division 7

by Don Kimmell

Greetings from hot, humid, and dry North Louisiana. I know all my fellow Directors will tell everyone how great this year's convention was. It really was!! Bob and his crew did a super job, great clinics, super tours and overall a wonderful time was had by all.

Well, what is going on in this neck of the woods? In two words, not much! The Ark-La-Tex crew just finished three weeks at the Shriner's Hospital, which was a lot of fun. To see the effects that model trains have on all the kids, is something to marvel at. They forget what problems they have and are enthralled by the action and movement. Of course, you get a few that want to know …"how fast can they go..." or …"can you crash them?, Like on the Addams Family?..To which we reply, just wait, we are sure we will have a "prototype" accident very soon, and usually we do! With the help of 'little hands". All in all, it is well worth the effort. Besides, it is inside in the summer…a benefit in this area.

I have just received word, that the Marshall Depot—the old T&P Station in Marshall, TX., is going to be putting on a Model Train Show on Saturday and Sunday 5-6 November 2005. This is a fund raiser for the non-profit corporation that operates the Historic Texas & Pacific Railway Museum located in the depot. I have had a brief discussion with the folks there, and Homer is helping them get organized. I am pretty sure the Ark-La-Tex crew will attend, and some other vendors were mentioned. If any one is interested, either as a club or vendor, please let me know or you can call Mary B. Hendricks at 903-934-8687. She will be very happy to talk to you about the show.

The KCS troops have been very hard at work, yea, right, we have just assembled a couple more buildings, and did some planning, but not much else…it is too hot!!!. Do you know how hot the inside of a boxcar can get in the summer, believe me, you don't want to find out!!

That is about it from around here. Take care, Don "the Elf" Kimmell

Texas Gulf Division 8

by Jim Long, MMR

This is the easiest report that I have had to write during my years as the division director. There has been absolutely nothing done in the Division since the last report. No member activities and no meeting of the board of foremen.

From the Fireman's Side of the Cab

Bill McPherson, Vice President and LSR Convention Chairman

One of my greatest honors was receiving the Pop Loeffler Service Award at the June Fort Worth LSR convention. I am so very grateful to the San Jacinto Model Railroad Club for bestowing this award on me.

Fort Worth - 2005 LSR Convention

We extend our generous thanks to Bob Bray and all the Division 1 personnel for all of the hard work to make this an enjoyable, activity-packed convention.

San Antonio - 2006 LSR Convention

San Antonio will host the 2006 convention June 1-4 at the Double Tree Hotel located just off Loop 410. Gary Maitland is the convention chairman with Al Boos and Doyle Bond as advisors.

Central Texas (Austin) – 2007 Convention

Bob Alston is scouting convention venue possibilities in the Waco and Austin areas for the 2007 convention. He has had preliminary discussion with railroaders in the area.

Future Conventions

Since the 2007 convention will be held in the Central Texas area, the Houston area is scheduled to host the 2008 convention. The convention will then rotate to the Dallas-Fort Worth area unless an alternate city presents a viable proposal.

FROM THE PAST (Summer 1979)

by Jim Long, MMR LSR Historian

The North Texas N-TRACK Club recently had their first set-up session. Within 45 minutes all the modules were connected and trains were running.

Allen McClelland, creator of the fabulous V&O Railroad, is coming to the LSR Convention in New Orleans. Allen will present a fantastic slide presentation that will take you behind the scenes for a personally guided tour. After the presentation, you will have the chance to ask Allen the question you've had stored in the back of your mind since reading about the V&O in *Railroad Model Craftsman* magazine.

Disguised as a mild-mannered *Model Railroader* magazine Associate Editor, the infamous Andy Sperandeo will return to New Orleans for the LSR Convention. Andy joined MR in January of this year. It is rumored that he had never seen snow before and spent the first two weeks in Milwaukee looking for the sun! Russ Larson was finally able to coax a little work out of Andy by importing a DIXIE beer six-pack.

Did you ever wonder what would happen if you tried to put 150.5 feet of mainline and eight major switching areas into a 12 X 12 foot space? For most of us it would result in utter chaos! However, MOSE CREWS, owner of the DORCHEAT AND LAKE BISTINEAU, has just such a layout. Located in Minden, Louisiana, the D&LB shares space in the railroad room with the Missouri Southern owned by Mose's son Skipper. The D&LB is built using flex track, commercial track, chewing gum, piano wire, and other track the Mose could find; seems to be a track shortage in this area. The railroad is an out and out, an out and back, and a back and back so that the two terminal yards lie adjacent to one another and have common engine facilities. There is also a common arrival and departure yard. The above information was reported by Shreveport's on Dr. Death (sometimes known as Richard Kamm).

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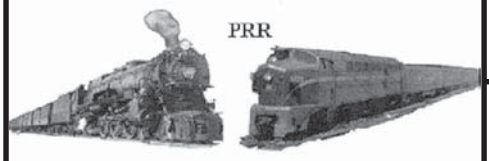

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